

Neill, Mr. Garfield and Mr. Adams. I spent an entire evening endeavoring to get Mr. Harriman to make specific charges, telling him that he had been many months at work and that it was out of the question for me any longer to accept general allegations or sweeping accusations without specific statements to back them up. It proved exceedingly difficult to pin him down to anything specific; but I finally did pin him down to three definite charges. I explained to him repeatedly that he must then and there make any charges he had to make; that it was impossible to take up the time of officers of the administration any longer with loose declarations and that I would consider nothing whatever save what charges he then and there presented; that I would have them tested by a commission consisting of Mr. Garfield, Mr. Neill, and a Mr. Starek, one of the best bank examiners in the Government service. The examination has been made and the charges of Mr. Harriman are found to be without any foundation whatever. Under the circumstances it would be simply folly for me to pay any further heed to any allegations whatever made in regard to the work of the Interstate Commerce Commission by either Mr. Harriman or you. The incident is closed and I shall forward a copy of this letter to the Chairman of the Interstate Commerce Commission/¹

A rather persistent appellant was Colonel Henry L. Higginson of Boston, to whom these two replies were sent:

February 11,

1907.

"The present unsatisfactory condition in railroad affairs is due ninety-five per cent to the misconduct, the short-sightedness, and the folly of the railroad men themselves. Unquestionably there is loose demagogic attack upon them in some of the States, but not one particle of harm has come to them by Federal action; on the contrary, merely good. I wish very much that our laws could be strengthened, and I think that the worst thing that could be done for the railroads would be an announcement that for two or three years the Federal Government would keep